

From boatanchors@theporch.com Wed Jun 21 22:31:04 1995
Date: Wed, 21 Jun 1995 17:31:04 -0500
Message-Id: <Pine.ULT.3.91.950621164036.25456B-1000000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: RE: Armor All, and Plasticizers (was Washing and Waxing...)

On 21 Jun 1995, Stuart <rohre@arlut.utexas.edu> asked the following question. Based on several recent posts on Armor All, I thought my reply might be of general interest.

> Barry, if you don't mind a quick question. In future years there are going to
> be more plastics on BA's of the future, and I have heard pro and con on using
> Armor All and such on dash vinyl. Some say it hastens the vinyl rot, any
> professional literature address this? I know the vinyls outgas, and this is
> probably the fore runner to the cracking, and deterioration, but do the Armor
> All treatments merely coat the surface, or do they replace volatiles?
> --Stuart

To begin with, vinyl is actually polyvinyl chloride, or PVC. This is a hard, rigid material by itself, much like the hard plastic PVC drain pipe sold for plumbing applications. To make the material soft and flexible, various plasticizers are added during its processing. These plasticizers act somewhat like a lubricant on the molecular level allowing the normally rigid polymer chains to slide over each other and be flexible. A number of materials are used as plasticizers; in fact my employer, Eastman Chemical Company, manufactures several of them. They all tend to be very viscous, oily materials at room temperature. They have a very small but finite vapor pressure. Blended with PVC, and processed at elevated temperatures, the mixture becomes homogeneous.

As the soft PVC ages, the plasticizer tends to slowly evaporate away, or outgas as Stuart calls it. As the plasticizer migrates to the surface of the vinyl, the surface tends to become sticky. The evaporated plasticizer tends to condense on nearby surfaces making them sticky too. This is what happens when you park your car in the hot sunshine. The evaporated plasticizer is what coats the inside of the windshield and collects dirt. This is why the film that coats your windshield is so difficult to clean away too.

As the plasticizer evaporates from the PVC, the remaining PVC shrinks and becomes more brittle. This is why old vinyl upholstery and dashboards crack. Old vinyl has often lost a considerable fraction of its original weight from the evaporation of plasticizer. (New vinyl has plenty of plasticizer - this explains some of the new car smell and it is why new cars suffer the most from windshield scum.)

The loss of plasticizer is a common failure mode for plastic wire insulation used outdoors. This is why old coaxial cable, and cheap cable

are never bargains and why you can no longer buy true mil-spec RG-8/U. In addition to evaporating, the plasticizer in the vinyl jacket of coaxial cable can migrate into the polyethylene inner insulation. The plasticizer has relatively poor dielectric properties so the cable loss rapidly increases as the plasticizer migrates into the polyethylene (*). Newer coaxial cables, such as RG-213/U, use a plasticizer in the jacket that is much more resistant to migration. They have what is commonly known as a non-contaminating jacket. Some CATV coaxial cables have taken an alternative approach to this problem. They use a foil or metallized polyester layer between the polyethylene and the shield braid which prevents the plasticizer from reaching the polyethylene. The best grades of coaxial cable often do not use vinyl in their construction at all.

Now having finished Plasticizers 101, let me go back to what Stuart asked...

To the best of my knowledge, Armor All and similar vinyl protectants do little to replace lost plasticizers in PVC. However, there must be some replacement since Armor All has been buying plasticizers from us. I was told by a friend at Dow that Armor All has mainly silicone oils as its active ingredients, but I have no way to verify this. He told me that the silicone oils mainly protect the surface of the vinyl, filling in microscopic cracks and retarding the evaporation of additional plasticizer. In addition, they provide additional resistance to ultraviolet rays in sunlight which also cause vinyls to deteriorate. Finally, the solvent in Armor All probably helps remove surface accumulations of plasticizers; this, combined with the lubricating properties of silicones, leaves the vinyl surface with a better "feel". As I said, I cannot speak with authority about these protectants; however, these explanations by my friend are consistent with my personal observations in using them.

To get back to the boatanchor area, I would again like to remind everyone that silicone oils in Armor All and other similar compounds can have an adverse effect on paint adherence. Not all plastics take kindly to treatment with these compounds too. Acrylic plastics and polystyrene tend to be very sensitive to many organic solvents. They tend to get surface crazing (micro-cracks) after exposure to many solvents (actually a form of stress-corrosion cracking). So be very careful around clear plastic dials and meter faces. This surface crazing may not be apparent at first since the silicone oils fill in the cracks for a while. The clear plastic often looks good for several days but eventually this surface crazing will ruin it. You should not see this problem with Bakelite knobs.

(*) As a side note to any audio phreaks out there, Monster Cable uses PVC with lots of plasticizer to keep their wire flexible. This increases the dielectric losses of the cable. Of course at audio frequencies, you could not tell the difference unless you really run LONG speaker leads - say several miles, for example. Monster, like other audiophile speaker

wire, sells mainly on hype. I remember seeing their ad for "low capacitance video 75 ohm cable". This is really funny since if you lower the capacitance of coaxial cable, you have to increase the inductance of the wire to maintain the same characteristic impedance.

73, Barry WA4VZQ ornitz@emn.com

From boatanchors@theporch.com Wed Jun 21 23:05:51 1995
Date: Wed, 21 Jun 1995 18:05:51 -0500
Message-Id: <Pine.BSI.3.91.950621155627.29163B-100000@usr4.primenet.com>
From: "Mark E. Monninger" <markem@primenet.com>
Subject: RE: Armor All, and Plasticizers (was Washing and Waxing...)

Thanks to Barry for an interesting article.

About all I can add is my experience with ArmourAll and my old Ford van. I owned the van for 17 yrs (1976-1993) and treated the vinyl with ArmourAll every so often, usually about twice a year. When I traded it in, the dash and the vinyl part of the seats was still almost showroom new, not a single crack. And it spent most of its life here in the Phoenix area parked out in the sun (it wouldn't fit in the garage) where it gets HOT in the summer.

Whatever's in the stuff, it worked for me.

Never used it on a radio, tho. Wonder how it would work on coax cable jackets?

73... Mark AA7TA

From boatanchors@theporch.com Thu Jun 22 02:33:57 1995
Date: Wed, 21 Jun 1995 21:33:57 -0500
Message-Id: <123558@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: BA Spotting, Mazda Miata Commercial

My kids were watching Nick-at-Nite (ok, so I was watching it too!!) and I caught a glimpse of a BA. The commercial is about a guy living in a Q hut at the north pole or somewhere that summer last just a few minutes. He gets the news on the BA, and drives the Miata outside with the roof open for the duration of the summer (15 sec) and then back end.

But I didn't get a good look at the rig. Any ideas?

73 de tom

From boatanchors@theporch.com Wed Jun 21 13:58:47 1995
Date: Wed, 21 Jun 1995 08:58:47 -0500
Message-Id: <9506211358.AA02966@internet1.lotus.com>
From: Alan Richer <Alan_Richer.LOTUS@crd.lotus.com>
Subject: Re: Brit cars and 2M radios...

Well, I am going to do some thread concatenating...

I am in the process of working over (for use as my daily driver) a Land-Rover Series IIA pickup. As part of this rework I am installing audio and RF systems.

Now comes the fun part.

I have a Motorola Dispatcher, but it's a bit too big for an overhead console...8*). Anybody got a (sorry) old solid-state underdash 2M rig for sale? Xtal controlled is fine.

I'd really like to find something mid-60s or thereabouts to go with my old friend's age. Please email me at richer@crd.lotus.com if you do...

Miniature hollow-state would be even better, but I don't know that I have the room..... -ajr

From boatanchors@theporch.com Thu Jun 22 00:25:46 1995
Date: Wed, 21 Jun 1995 19:25:46 -0500
Message-Id: <199506220024.AA12240@ns-1.csn.net>
From: wkleros@csn.net (Bill Kleronomos)
Subject: Carl & Jerry

As mentioned, the Carl & Jerry series was written by John T. Frye, W9EGV. It first appeared in Issue 1, Volume 1 of Popular Electronics in October, 1954. I can send a photocopy of the first C&J to anyone sending an SASE (expect kinda slow delivery):
Bill Kleronomos, KD0HG
P.O. Box 1456
Lyons, CO 80540

As a bonus, PE magazine was loaded in those days with the same ads that

appeared in comic books. You know- X-Ray glasses (the guy was looking at the 'bones' in his hand, but the shapely blonde in background--va-va-voom..); the elastic pocket muscle builder ("fear no one...slaps inches of muscle on....results guaranteed in 30 days...(wonder what they meant by 'results'-- did a sprain count ?), and my favorite, the kid with lightning bolts coming out of his eyes and, "learn hypnotic secrets...control the minds of men and women....make anyone do what YOU want them to..." (We can consider ourselves fortunate that the minds and actions of the public wouldn't be controlled by teen-age boys...). Aaah, those pre-FTC days..... Bill

"Peak the grid, dip the plate, dive right in- don't hesitate!"
- de KD0HG/AAR8CC, ex WA90ZC

From boatanchors@theporch.com Wed Jun 21 18:25:39 1995
Date: Wed, 21 Jun 1995 13:25:39 -0500
Message-Id: <Pine.BSI.3.91.950621141217.6701B-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Re: Carl&Jerry

On Tue, 20 Jun 1995, thaake wrote:

> Several weeks ago a fellow ham said he was getting or maybe it
> was waiting for the publication of the new and updated Carl and
> Jerry series of stories. Don't recall how many were to be
> "updated" but it was his feeling that they were brought up to
> times with SS/IC technology.

"Updated"? It's a bad idea. It's like recasting McCauley Calkin as "The Beaver".

Anyway, I don't care much for the new updated version that's tuned into today's American youth either. (You are talking about "Bevis and Butthead" aren't you.)

What??? Me??? Cynical??? ;^)

> Trivia time. What years did Popular Electronics publish the
> Carl and Jerry series, how many stories, who was the author,
> etc. and have they ever been put into a compendium of stories?

The author was John T. Frye, but I can't answer the other two parts. I do recall Carl & Jerry very well back in the mid 1950's, but I have no

idea when it started and/or finished.

73,
Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Wed Jun 21 18:47:32 1995
Date: Wed, 21 Jun 1995 13:47:32 -0500
Message-Id: <199506211841.0AA09700@gatekeeper.ddp.state.me.us>
From: afpgreg@gatekeeper.ddp.state.me.us (Paul V. Gregory)
Subject: Re: Carl&Jerry

I love their ice creme!

From boatanchors@theporch.com Wed Jun 21 17:24:38 1995
Date: Wed, 21 Jun 1995 12:24:38 -0500
Message-Id: <Pine.3.89.9506211346.A2656-01000000@world.std.com>
From: Ralph R Preston <Wolfster@world.std.com>
Subject: Change of Address

Hello guys!

My internet address is changing to wolfster@tiac.net. If you would make the appropriate changes on your end, I'll disable this account after they start showing up on the other one.

The tiac.net account is already on-line.

Thanks for this, and in general doing a great job with a constantly mushrooming mail list. I miss the "good old days" (15-20 users) already and this is supposed to be "the latest craze". I *AM* getting old.

Ralph R Preston - W01F
formerly: KA1RZP

Wolfster@world.std.com

Genius has its limits,
however, stupidity is not thus hampered!

From boatanchors@theporch.com Wed Jun 21 17:36:59 1995
Date: Wed, 21 Jun 1995 12:36:59 -0500
Message-Id: <9505218037.AA803756077@CCGATE.HAC.COM>
From: jcreid@ccgate.hac.com
Subject: Cleaning Knobs

I've picked up several radios at garage sales, etc. that had terribly grungy knobs. The previous owner must have never washed their hands. Spritzing on some Formula 409 would get most of the dirt, but if the knob had intricate crannies, the crud wouldn't come out. Knobs that have a spline-type grip surface are extremely prone to holding dirt. I've had real good luck dunking all the knobs in an ultrasonic cleaner with some warm water and dishwashing liquid. I'll let it run for about 5 minutes and you can watch the dirt vibrate right out of the cracks. A couple caveats, however: 1) If the knob has a painted arrow or marker stripe on it, it will probably come off in the ultrasonic. 2) My experience has shown that a lot of the old Bakelite knobs develop minute cracks as they age. When removed from the cleaner, they become very obvious due to the penetration of the soap/water mixture. I spray a little Armor All on a rag, wipe the knob thoroughly, and they disappear. Try it on a few junkers first before committing that "rare" knob to the treatment.

-Jim N6SVS

From boatanchors@theporch.com Wed Jun 21 19:45:53 1995
Date: Wed, 21 Jun 1995 14:45:53 -0500
Message-Id: <199506211944.PAA26003@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: Cleaning Knobs

Anyone have any good suggestions for the NC-300 knob fungus ? I guess that's what that white stuff that appears to attack the grey plastic National knobs of that era is..

Nick KD4CPL
nick@cs.unc.edu

From boatanchors@theporch.com Wed Jun 21 21:15:05 1995
Date: Wed, 21 Jun 1995 16:15:05 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-289>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: RE:Cleaning Knobs

White fungus on National knobs....

Didn't the "stuff" from space in the movie Andromeda Strain eat the plastic and rubber from the mask/oxygen hose of the pilot they sent in to check out the "hot zone"????

Just a thought,,,,

Tim WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Wed Jun 21 23:36:08 1995
Date: Wed, 21 Jun 1995 18:36:08 -0500
Message-Id: <123534@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: Collins R-390(A) Panels

Two more data points.

1st, Collins did not make all R-390's, Mot made quite a few.
B, my R390 (Collins) has engraved panel.
III, My R-390A (Collins 1st contract) has silkscreened panel.

Now, I hope everyone is confused :-)

73 de tom

From boatanchors@theporch.com Thu Jun 22 00:32:39 1995
Date: Wed, 21 Jun 1995 19:32:39 -0500
Message-Id: <9506220025.AA15133@pas_b.ti.kshosen.ac.jp>
From: Takashi Maeba <maeba@pas_b.ti.kshosen.ac.jp>
Subject: Re: Collins R-390(A) Panels

My Motrola R-390A(14-PH-56) has silk-screened letters and
Collins R-391(14214-PH-51-93) has engraved panel :-)

T. Maeba

From boatanchors@theporch.com Thu Jun 22 04:53:42 1995
Date: Wed, 21 Jun 1995 23:53:42 -0500
Message-Id: <9506220448.AA00595@texan.frco.com>
From: bill@texan.frco.com (William Hawkins)
Subject: Re: Collins R-390(A) Panels

I looked at 4 Collins sets from order 14214-PH-51 (some -93).
It is really hard to tell if it is engraved or screened. The
engraving is not deep. It catches a fingernail about the way
the thickness of screened lettering would do. Mine appear to
be engraved, but I'm not gonna scratch 'em to see if it comes
off! I guess if they don't show wear by this time, they must
be engraved. Maybe that's how you can tell that the nameplate
has been swapped.

Bill Hawkins bill@bvc.frco.com

From boatanchors@theporch.com Wed Jun 21 15:34:55 1995
Date: Wed, 21 Jun 1995 10:34:55 -0500
Message-Id: <PMX-TERM-2.02-bsm2ee1-thaake-287>
From: thaake@bsm2ee1.attmail.com (thaake)
Subject: RE:Corrosion

The aviation tool suppliers have for some time sold a "spot blaster" which is
a mini media blasting gun of sorts with a retrieval mechanism to recover the
blasting media. The intent is to spot blast corrosion around rivets and or
small areas requiring spot treatment.

The unique thing here is that it attempts to recover the media rather than
having it fly all over creation. I use a small Sears sandblaster as well as a
shop system that is enclosed with a circulation system for metal parts
cleaning (airplane, car, BA, etc.). Even with the enclosed system dust finds
its way all over the place. FAA approved repair stations are required to have
the shop media blasting system far removed from any repair area because of
this. The little spot blaster I am refering to might have some use with
cleaning a chassis although it might not be able to fit down into some work
areas like the artist version. Does the artist version have any media
recovery capabilities??

Seems like no matter how hard I have tried to cover up, bag and enclose with tape etc. I have never been able to keep all the media out of whatever it was that's being blasted. Cleaning the chassis with the brush is going to be the easy part I would think. Just go slow, use as little pressure as possible, tape up every hole, nook and cranny as possible and let her have it. The switches, controls, bearings are the parts that worry me.

Also, the spot blasters run around \$20-\$30 dollars and require a suitable air supply from a tank/compressor system.

Tim WA0TSY
thaake@bsm2ee1.attmail.com

From boatanchors@theporch.com Wed Jun 21 14:52:09 1995
Date: Wed, 21 Jun 1995 09:52:09 -0500
Message-Id: <Chameleon.4.00.4.950621094833.grant@nq5t.gtetel.com>
From: Grant Youngman <gyoungma@gtetel.com>
Subject: Re: Corrosion removal on Drakes?

>Andy last week I saw an R-4B that had been given the sandblast treatment
>by a pro. He used a high dollar compressor/pen combination as used by
>artists. Not sure where he got the grit, but it was very fine, almost
>like powdered pumice. He worked slow and carefully through the whole
>chassis (top and sides) using great care around the pto. He had used an
>airbush in journalism and knew some of the techniques.

>

>The result is beautiful. He didn't use enough pressure or course enough
>grit to remove the copper down to the base metal, just enough to restore
>the luster. All the ugly splotches are gone. He bathed the switches,

I went down to my local hobby shop to explore what is available. Found an abrasive air brush set for a little over \$20, including the air brush head, and a bottle of extremely fine grit (an aluminum silicate of some kind as I recall).

Of course, the \$20 doesn't include the 30-40 psi high volume compressor required to drive the thing -- and I'd guess it would be best to use something with a reservoir -- so there's a few more bucks here.

What concerns me is that the instructions are very clear about ensuring that you don't get the grit into any rotating or moving joints. I wonder what could happen if any of this stuff gets lodged in IF cans, trimmer caps, etc. There's

nothing more disheartening than getting a ferrite slug jammed. Certainly, you'd want to keep the direct force of the abrasive off of sensitive components, but

the dust could flow into all sorts of places it doesn't need to be. (Including lungs -- even with a face mask).

Still, I'm tempted to give it a try on a couple of pieces I have that work just fine, but have very corroded and lousy appearing chassis. Would be nice to have them gleam like they just left the factory floor.

Grant/NQ5T

From boatanchors@theporch.com Wed Jun 21 15:22:36 1995
Date: Wed, 21 Jun 1995 10:22:36 -0500
Message-Id: <9506211522.AA07477@internet1.lotus.com>
From: Alan Richer <Alan_Richer.LOTUS@crd.lotus.com>
Subject: Re: Corrosion removal on Drakes?

The finest finishes in sandblasting are achieved using baking soda as a grit medium. i can see advantages to it here in that it is a soluble medium, so a shot of tuner cleaner or some such could remove it if necessary. That, coupled with the pen idea, has some interesting possibilities....

ajr

From boatanchors@theporch.com Wed Jun 21 16:07:46 1995
Date: Wed, 21 Jun 1995 11:07:46 -0500
Message-Id: <m0s0SDZ-0010LAC@spider.lloyd.com>
From: jml@spider.lloyd.com (Jim Lockwood)
Subject: Re: Corrosion removal on Drakes?

At 09:50 AM 6/21/95 -0500, Grant Youngman wrote:

>

>What concerns me is that the instructions are very clear about ensuring
>that you don't get the grit into any rotating or moving joints. I wonder what
>could happen if any of this stuff gets lodged in IF cans, trimmer caps, etc.

This is a valid concern and a pretty good reason to *not* clean an old radio with abrasive media. Personally, I wouldn't use this technique on anything that had bearing surfaces, that had plated pieces, that had sub-assemblies that I couldn't completely remove and/or disassemble. This pretty well describes an old radio.

Using blasting techniques to clean anything without altering it is an art. For anyone who is curious about the process and determined to use it, my strong suggestion is to practice on a piece you don't care about before you

commit yourself to cleaning anything that is valuable to you.

The blast media has the capability to destroy plating. It can and will get lodged in bearing races and other small areas. It can and will go all over you and get in your clothing, no matter how much protective gear you wear unless you are using a blast cabinet to contain the media.

I've done enough blasting to know that *I* don't have the skill to use it successfully on a radio chassis and I wouldn't recommend this technique to anyone.

73,

Jim - km6nk

From boatanchors@theporch.com Thu Jun 22 00:37:22 1995
Date: Wed, 21 Jun 1995 19:37:22 -0500
Message-Id: <Pine.ULT.3.91.950621172158.18043C-100000@romulus.reed.edu>
From: "Aaron J. Grier" <agrier@reed.edu>
Subject: Re: Daddy, What's A Tube?

On Mon, 19 Jun 1995, Gable, Edward M wrote:

> When I took my test I had to learn how to recognize vacuum tube symbols,
> today you learn transistor symbols. Times change.

Hehehe... I got my technician six months or so before the no-code was introduced. (Haven't really had a chance to upgrade to general / advanced yet, but I'm working on it. Just need to get this HW-101 back up and running.) I remember the transistor-oriented questions on the test. Heck -- I took digital electronics in school.

And I find I'm missing a large chunk of what there is to electronics. I need to know how tubes work, and sadly I don't. I can't simply take an EE class at college, because they don't teach anything about tubes anymore. When I get back in Portland, OR at the end of the month, I'll need to scrounge around to even FIND a place to get tubes. (Anybody have any ideas?)

I think that CW will eventually come to the same state as tubes: "daddy, what's that beeping?" "You mean somebody is talking to you with beeps? Why don't you just use a modem?" [Sigh] Funny thing is, I don't think I'm the only college student who's still interested in this kind of stuff. I might be a member of a tiny minority, but you can be sure that

at least a few people will recognize the little glass bubbles with pins sticking out of the base in twenty years.

The Finn / VLA | "Feel the love: have a carrot!" -- Groovy Dave
Aaron J. Grier | DE CB EE 65 0D EE 3A 0C 1E D7 F5 4D 9E 02 3C C4
agrier@reed.edu | The above line contains a bunch of letters & numbers.

From boatanchors@theporch.com Wed Jun 21 18:23:44 1995
Date: Wed, 21 Jun 1995 13:23:44 -0500
Message-Id: <199506211821.TAA06027@aith.chemeng.ed.ac.uk>
From: Jack Ponton <jwp@chemeng.ed.ac.uk>
Subject: Re: Eddystone dial

On Tue, 20 Jun 1995, Jack Ponton wrote:

> [...] Jackson, who made dials of comparable quality, have just
> started remanufacturing a two speed drive with a square window about 5"
> by 4", a semicircular scale and cursor type pointer. [...]
> They are very reasonably priced for a brand new top quality component
> at the equivalent of about \$40. [...]
> I can get you Jackson's UK address and phone number if you're interested.

Bobbi, Grant, Bill and others...

Yes, I will post the address when I get it looked out. It's in a back number of Practical Wireless which I have to find.

Jack

From boatanchors@theporch.com Wed Jun 21 18:13:37 1995
Date: Wed, 21 Jun 1995 13:13:37 -0500
Message-Id: <9506211811.AA02423@red-eft.la.ca.us>
From: "Hugh D. Stegman" <driver8@red-eft.la.ca.us>
Subject: Re: Elmering, old radios, and all that.

Tony writes:

>Pardon my being critical, but I beleive that you're made an unfair
>assumption. Elmering isn't what it used to be

Neither are the radios. At least in my experience "elmering" new hams in Los Angeles, the problem is that the radios that these people would use to get started are very consumer-oriented and hyper-obsolescent, and the precise details of their operation change every 8 months. There's one club called the "78s" that started because they all had TH-78s and when they asked more experienced hams how to work the blasted things, they didn't know either, so the newbies decided to just help each other.

And you wonder why a tube radio list gets 100 posts a day.

Actually I find that the new hams are very eager to learn. True, some of these guys aren't rocket scientists, at least not in L.A., but they learn quickly and become very good hams.

>I have from those who have showed up since February 1992 and those who
>facilitated creating the environment who want to redefine (destroy) the
>hobby.

In my experience the problem comes more from the radio makers and dealers. These guys are in business to show a profit so their stock holders don't give 'em the old heave-ho, and traditionally ham radio was at best a sideline for people like Art Collins to sell a few more radios. To sell Japanese radios on a scale like the US sold to its military requires that they become consumer goods; they become flashy, feature-laden and obsolete every other year. And to really move units out of the warehouse, they must push the FCC and Congress for many many more hams, which means no-theory licenses, or, better yet, a Micheal Jackson Class ticket where the applicant is required to do nothing except walk out with a newly purchased radio. Check who's behind the petitions to the FCC, or for that matter which PACs are most heavily into the dumbing of US communication in general.

I consider this thread completely relevant to a tube radio list, because it goes right to the heart of why this list is so popular. It isn't all yuppies looking for collector's investments. Tube radios are from a different era, when radio was indeed a pretty select profession, and the best equipment was completely professional. Now, back to the spring in the Drake PTO. :-)

-hugh

From boatanchors@theporch.com Wed Jun 21 17:54:03 1995
Date: Wed, 21 Jun 1995 12:54:03 -0500

Message-Id: <Pine.SOL.3.91.950621134624.4866A-1000000@iglou.iglou.com>
From: Steve Ellington <n41q@iglou.com>
Subject: Hallicrafters HT-40 FOR SALE

HT-40. CW/AM . Has internal screen modulator. Front panel is excellent.
Case has some scratches but easily repainted. Works fine and puts out 40
watts.

Steve
n41q@iglou.com

From boatanchors@theporch.com Thu Jun 22 00:15:44 1995
Date: Wed, 21 Jun 1995 19:15:44 -0500
Message-Id: <950621200734_99678264@aol.com>
From: HAMRLUND@aol.com
Subject: HC-10 FOR SALE

I have one HC-10 totally reconditioned and soon to be available from my
tech. This is a rare and hard to come by piece in any conditon.
Price: \$350.00 shipped

Thanks
From: Robert Fowle
Jackson, MICH. 49202-1946
517-789-6721

From boatanchors@theporch.com Thu Jun 22 00:35:06 1995
Date: Wed, 21 Jun 1995 19:35:06 -0500
Message-Id: <8ABB41F.00C80081CD.uuout@pics.com>
From: al.klase@pics.com (AL KLASE)
Subject: Hello test!

Having some difficulties. Sorry for band width. 73 Al, N3FRQ

+-----+
| Pics OnLine MultiUser System 609/753-2540 HST 609-753-1534 VFC V34BIS|
| Massive File Collection - ftp,telnet,gopher,www,etc 2500+ Newsgroups |
| http://www.pics.com telnet://bbs.pics.com - Reverse FTP from the Board |

+-----+

From boatanchors@theporch.com Wed Jun 21 18:30:20 1995
Date: Wed, 21 Jun 1995 13:30:20 -0500
Message-Id: <Pine.BSI.3.91.950621141500.6701C-100000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: Millen Dial and SP-400 Cabinet

First, apologies for the blank post yesterday. I got a bad case of hurry-itis and hit the zmodem upload key as I was preparing an email and it did that.

The Eddystone dial thread (or is that dial cord?) reminded me of something I've had for a very long time that isn't doing anybody any good just sitting there gathering dust. It's a Millen 10035 panel dial, NOS in the box complete with the mounting template. I bought this for one of the many projects that never got built back in the 1950's. (I think I was going to build a VF0. A scratch built receiver would have been/is too big a project for me to handle.)

It's not as nice as an Eddystone, but it's nice just the same. Find an old ARRL Handbook with the ads in the back and you can see what it looks like.

Also, I have a Premier/Hammarlund cabinet for an SP-400 that came from the Stu Meyer, W2GHH/SK, estate sale. Except for a couple of holes in the rear panel, it is in excellent condition with no dents, dings, scratches, rust, etc. that I have noticed. My R-390A has been living it up until now.

If somebody has a naked SP-400, I'll be happy to negotiate an arrangement to get it clothed, either at my house or at yours.

73,

Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Wed Jun 21 22:37:49 1995

Date: Wed, 21 Jun 1995 17:37:49 -0500
Message-Id: <Pine.SUN.3.91.950621153136.16144C-1000000@coyote.rain.org>
From: "Ray L. Mote" <rmote@rain.org>
Subject: N6PUO WTB: T-368 (relayed want)

Got a letter today from Greg, N6PUO. He wants to buy a T-368 and get it on the air (without mods). Can anyone help him?

Gregory H. Sparacino, N6PUO
1607 Grandview Ave.
Martinez, CA 94553-1863
(510) 228-9440 (evenings & weekends)

He saw the first part of my nomenclature article in the June issue of ELECTRIC RADIO, and hoped that I might know someone with a T-368 for sale. Hope his medical insurance (hernia) is fully paid up!

From boatanchors@theporch.com Wed Jun 21 18:35:57 1995
Date: Wed, 21 Jun 1995 13:35:57 -0500
Message-Id: <Pine.BSI.3.91.950621142058.6701D-1000000@laurel.us.net>
From: "Tony Stalls (K4KY0)" <ras@us.net>
Subject: NC-98 Speaker

On Date: Tue, 20 Jun 1995, MICHAEL@ecs.umass.edu wrote:

> Have a question about the speaker that maybe you or one of the
> members can answer. What does the speaker that came with your '98
> look like? Mine is a square metal box with a circular cutout that
> has a horizontal bar in the center, is several inches taller than
> the receiver, and is painted a darker shade of brown (at least I
> think it's brown; my XYL keeps trying to convince me I'm color
> blind). Maybe mates with the HRO series?

By my measurement, the matching NC-98 receiver is (HWD)
10-1/2"x10-1/2"x6-7/8". It matches the semi-dark gray color ("Brown"?
Maybe your XYL is right... <g>) and height to the NC-98 and most all other
National receivers of that era. I also have an HRO-5 (or earlier) speaker
that's black and is (HWD) 11"x12"x8-1/2". I got with my HRO-7T, but its
too large and doesn't match. The HRO-7 is the same height as the NC-98
and I've been told that its matching speaker is identical to the NC-98's
except for color. (I could use one...)

> BTW, anyone have a manual and/or schematic for the NC-98 they don't
> need?

I ordered an NC-98 manual from W7FG yesterday. It was \$12. 800-807-6146

73,

Tony
K4KY0

<ras@us.net>

From boatanchors@theporch.com Wed Jun 21 14:34:48 1995
Date: Wed, 21 Jun 1995 09:34:48 -0500
Message-Id: <41234.ddillman@igc.apc.org>
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: Noise Reduction - Advice Please

Okay, here I sit surrounded by examples of some of the nicest hollow state receivers ever made. But they in turn are surrounded by some of the worst receiving conditions anywhere: In a city, high tension lines nearby, a highway nearby, neighbor's TV sets. It's frustrating to hardly be able to enjoy these radios at all - except of course for their looks.

I see there are many noise reduction boxes on the market from DSP audio filters to one that re-inserts the noise 180 degrees out of phase. My questions are, as you might guess: which device would be best in my situation and what kind of improvement might I realistically expect?

Dick Dillman
"If I Can Lift It I'm Not Interested"
<ddillman@igc.apc.org>

From boatanchors@theporch.com Wed Jun 21 14:46:31 1995
Date: Wed, 21 Jun 1995 09:46:31 -0500
Message-Id: <Pine.SUN.3.91.950621074221.24516A-100000@crl11.crl.com>
From: Steven Wilson <randyw@crl.com>
Subject: Re: Noise Reduction - Advice Please

Some of the best noise reduction devices are loop antennas.
de stan ak0b

From boatanchors@theporch.com Wed Jun 21 14:55:26 1995
Date: Wed, 21 Jun 1995 09:55:26 -0500
Message-Id: <9506211443.AA19965@etn.com>
From: doonan@cordmc.dnet.etn.com (Dennis Doonan x6916 (N9VSL))
Subject: RE: Noise Reduction - Advice Please

It will look totally out of place, but a Time Wave DSP59+ will do absolute wonders reducing the kinds of noise you described.

On the plus side, the box is small enough to be hidden inside, or behind, a speaker case.

73 de Dennis, N9VSL

From boatanchors@theporch.com Wed Jun 21 15:30:51 1995
Date: Wed, 21 Jun 1995 10:30:51 -0500
Message-Id: <Chameleon.4.00.4.950621102804.grant@nq5t.gtetel.com>
From: Grant Youngman <gyoungma@gtetel.com>
Subject: RE: Noise Reduction - Advice Please

>
>Okay, here I sit surrounded by examples of some of the nicest hollow state
>receivers ever made. But they in turn are surrounded by some of the worst
>receiving conditions anywhere: In a city, high tension lines nearby, a
>highway nearby, neighbor's TV sets. It's frustrating to hardly be able to
>enjoy these radios at all - except of course for their looks.

>
>I see there are many noise reduction boxes on the market from DSP audio
>filters to one that re-inserts the noise 180 degrees out of phase. My
>questions are, as you might guess: which device would be best in my
>situation and what kind of improvement might I realistically expect?

>
> Dick Dillman

On the negative side, the DSP boxes will foul that beautiful BA audio ...

What works best depends on what kind of noise is giving you trouble.

For plain old power line noise, the best piece of gear I've found is the new ANC-4 from JPS. I have a line running behind my property which generates its own garbage plus re-radiates a lot of crud from neighboring homes. A DSP processor (I've used both the Timewave DSP-59+ and the JPS NIR-10) doesn't handle this kind of stuff well. The ANC-4 is very effective. I installed a small noise dipole (12" a side) out by the powerline. I can almost totally eliminate all of the

grunge coming from that source. (The ANC-4 is NOT a DSP type processor -- it is a phasing type of noise canceller). The plus is that it kills the noise BEFORE it hits the receiver front end -- a DSP processor lets all the noise, pulses, etc. degrade overall receiver performance before it gets around to trying to take it out after the fact.

Both the DSP-59+ and NIR-10 are good boxes -- I prefer the DSP-59+, but that is more an issue of personal preference and need rather than a statement about the efficacy of either box. On my rice-box the DSP-59+ is always in line. I have resisted using it on any of my BA gear (although I DO use the ANC-4 when I can't stand the line noise any more).

In general, I find that my BAs all perform better in the presence of a lot of noise than my gold plated rice flavored radio. I can often comfortably copy things on an HQ-180A without any added help that my rice box and all the DSP stuff won't pull very far out of the line noise muck.

Grant/NQ5T

From boatanchors@theporch.com Wed Jun 21 13:17:36 1995
Date: Wed, 21 Jun 1995 08:17:36 -0500
Message-Id: <9506211312.AA14172@tomcat.adc.ray.com>
From: wendler@tomcat.adc.ray.com (John Wendler)
Subject: re: oil leaks, etc

As a former Triumph Spitfire owner, I have much understanding for the comments that I have seen here about British cars. I loved mine and hated to let go of it, even though it required frequent repair. Unfortunately, at the time, I lived in an apartment complex in Dallas, where there was no space for repairs and little availability of parts. I even ended up chopping a MG brake cylinder piston that I had found in a junkyard to fit the Triumph...

For frequent repair on something with an attitude, however, I have come to believe that the Harley motorcycle is unrivaled. I have been helping my brother restore an electrical system on a 1946 Knucklehead. The major problem is in the charging relay,

which has both voltage and current coils to close a single armature. Modern replacements are a simple diode (not fully functional, but does some good) or an equivalent relay that sticks, allowing the battery to drain through the generator, leading to full discharge in ~15 minutes. The voltage coil on the original, of course, is blown. I may yet get myself into the rewinding business...

BTW, Harleys don't leak oil, they just mark their spot...

John

From boatanchors@theporch.com Wed Jun 21 16:43:08 1995
Date: Wed, 21 Jun 1995 11:43:08 -0500
Message-Id: <199506211641.RAA05997@aith.chemeng.ed.ac.uk>
From: Jack Ponton <jwp@chemeng.ed.ac.uk>
Subject: re: oil leaks, etc

John wrote:

- > As a former Triumph Spitfire owner, I have
- > much understanding for the comments that
- > I have seen here about British cars. I
- > loved mine and hated to let go of it, even

.....

I'm also a Spit owner John, or more correctly, the owner of a complete set of components currently undergoing restoration and reassembly. I get distracted to play with the radios, though, and much of the year here it's more appealing to work inside the house than in the unheated shed where the car lives!

- > I have been helping my brother restore
- > an electrical system on a 1946 Knucklehead.
- > The major problem is in the charging relay,
- > which has both voltage and current coils
- > to close a single armature. Modern replacements
- > are a simple diode (not fully functional, but does
- > some good) or an equivalent relay that sticks, allowing

.....

It's controversial like the 'upgrading' of boatanchors, but I don't regard it as cheating to replace the electrics of these cars with modern components. Typical replacements on Spits are alternators and

rectifiers for d.c. generators and electronic ignition. Modern headlight inserts give more light and are a safety feature, as are high intensity rear lights.

Of course you OUGHT to use Lucas parts, but I think I heard some complaints about these. You can always fit Bosch electrics which cost more and just as unreliable.

-> BTW, Harleys don't leak oil, they just
-> mark their spot...

Nice one!

73, Jack

From boatanchors@theporch.com Wed Jun 21 18:34:09 1995
Date: Wed, 21 Jun 1995 13:34:09 -0500
Message-Id: <199506211827.0AA08366@gatekeeper.ddp.state.me.us>
From: afpgreg@gatekeeper.ddp.state.me.us (Paul V. Gregory)
Subject: Okay, ELMERS....

Ahoy Elmers and Elmerette,
I need to know the nomenclature of the following crystal
type/holder: It's a FT-243 but with skinnier pins. HC6/u?
tnx, Paul

From boatanchors@theporch.com Wed Jun 21 16:23:05 1995
Date: Wed, 21 Jun 1995 11:23:05 -0500
Message-Id: <n1408388828.32311@msmailgw1.arlut.utexas.edu>
From: "rohre" <rohre@arlut.utexas.edu>
Subject: Other blasting materials to clean units

Maybe this was covered in one of the posts I did not read; but Walnut shells and pecan shells are sometimes used in abrasive cleaning rigs. At least such an organic material would be less of a problem, (?) than abrasive grits, or glass beads, which are also used, (but with a protective suit!) For silver, there are dipping cleaners; it seems reasonable that a liquid might be available that could be brushed on copper and copper plated material, that is less intrusive than the actual acid treatments. I think the Silver cleaners often have ammonia as a main component; but the other types may be a liquid plating solution, where

you actually build up a surface again. I think this thread started over discolored copper chassis.

--Stuart

From boatanchors@theporch.com Wed Jun 21 22:08:08 1995
Date: Wed, 21 Jun 1995 17:08:08 -0500
Message-Id: <1fb_9506211038@ima.infomail.com>
From: rherndon@ima.infomail.com (Richard Herndon)
Subject: Phono list

Sorry for off-topic, but it was answered only a few messages later.

On 02 May 95, Dave illuminates speedily:

> Off topic request.... Is there a vintage phonograph list server?
> David KA5MSL

From: villa.fc.net!acme.ist.ucf.edu!clarke (Thomas Clarke)
Here are some tube sound descriptions for you vocabulary
found on rec.antiques.radio+phono
Tom Clarke
KE4VFH

73 de K5FNI
--- GoldED 2.40

From boatanchors@theporch.com Wed Jun 21 07:51:04 1995
Date: Wed, 21 Jun 1995 02:51:04 -0500
Message-Id: <061595212412Rnf0.79b6@ham.island.net>
From: rsmits@ham.island.net (Robert Smits)
Subject: Re: Power Line- House Purchase Question

"Tony Stalls (K4KY0)" <ras@us.net> writes:

>
>On Thu, 15 Jun 1995, Tony Smithson wrote:
>
>> I am considering buying a house not too far out in the country but
>> not in the city. The house is new construction. Next to the lot on
>> which the house sits is a large high tension power line. I don't know
>> the voltage but there are 3 parallel poles with 6 pairs of wires
>> (additional ground wires as well.)

>
>While running the risk of sounding a little like the notorious Wayne Green
>(shudder!) <g>, you might also consider the potential health risks of
>living so close to the lines. There is a lot of controversy about this
>subject and the jury is still out. However, the power companies seem
>convinced there's no problem and they tell us not to worry, but then so
>did the tobacco companies when they were confronted with the possibility
>that smoking was dangerous.

>
>Putting the effects in a personal perspective, I'm an avid bicyclist and
>when I ride the bike trails on weekdays when they're not crowded, I
>frequently ride one that built on an old railroad roadbed. There are
>power lines similar to what you described that generally follow the route
>for a good distance and occasionally are right beside or over the trail.
>When they're that close, my wireless heart-rate monitor goes blank and
>then comes back on when I get further away.

>
>Passing through fields that strong can't be healthy and I don't think
>that living close to them is worth taking the chance. I whole-heartily
>agree with James Owen's perspective, "if you can see it, its too close".
>

Some of you may be interested in an 8 part FAQ on Power-Frequency Fields
and Cancer, that was posted in news.answers June 5. It can also be found
in the anonymous FTP archive at <ftp://ftp.mcw.edu/emf-and-cancer>

It's also available by email at mail-server@rtfm.mit.edu
In the body of the message include

send /pub/usenet-by-group/news.answers/powerlines-cancer-FAQ/part1

Repeat this line as necessary for all 8 parts. (About 217K altogether.)

73, Bob, VE7HS

--
rsmits@ham.island.net (Robert Smits)

Why do Englishmen drink warm beer? They all have Lucas refridgerators.

From boatanchors@theporch.com Wed Jun 21 16:16:17 1995
Date: Wed, 21 Jun 1995 11:16:17 -0500
Message-Id: <Pine.BSI.3.91.950621080111.19027A-100000@usr4.primenet.com>
From: "Mark E. Monninger" <markem@primenet.com>
Subject: Re: Power Line- House Purchase Question

> I believe that "Tony Stalls (K4KY0)" <ras@us.net> wrote:

>

> >While running the risk of sounding a little like the notorious Wayne Green
> >(shudder!) <g>, you might also consider the potential health risks of
> >living so close to the lines. There is a lot of controversy about this
> >subject and the jury is still out. However, the power companies seem
> >convinced there's no problem and they tell us not to worry, but then so
> >did the tobacco companies when they were confronted with the possibility
> >that smoking was dangerous.

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> >when I ride the bike trails on weekdays when they're not crowded, I
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> >for a good distance and occasionally are right beside or over the trail.
> >When they're that close, my wireless heart-rate monitor goes blank and
> >then comes back on when I get further away.

> >

> >Passing through fields that strong can't be healthy and I don't think
> >that living close to them is worth taking the chance. I whole-heartily
> >agree with James Owen's perspective, "if you can see it, its too close".

> >

I realize this is not really a topic for this list but this is kind of a pet peeve of mine. Although, I guess it could be slightly relevant...the big transformers in our boatanchors probably emit detectable magnetic fields.

What basis do you have for assuming that magnetic fields from power lines are hazardous to your health? Laboratory studies have failed to find any health hazards from them. Have you bothered to read any studies? The fact that your monitor is affected is really not relevant to health hazards.

The American Physics Society recently conducted a study and found that over a billion dollars is spent yearly to avoid this 'hazard' that simply doesn't exist. If I were you, I'd worry about the effects of pollution or traffic hazards when riding your bike, not the exposure to power line fields.

Your comparison to the tobacco companies denial doesn't stand up...it is easily demonstrated in lab studies that tobacco smoke is strongly linked to healt effects. A two year study at IIT Research Institute failed to find any ill effects from exposures up to 10 gauss...hundreds of time stronger than anything you'd be exposed to from a power line.

I wouldn't want to live near power lines either but it's because they're ugly, noisy, interfere with my hobbies, and because uninformed people's fears of them reduce the property values.

Sorry for the soap box. I promise I won't get on it again on the list.

Mark

From boatanchors@theporch.com Wed Jun 21 18:04:30 1995

Date: Wed, 21 Jun 1995 13:04:30 -0500

Message-Id: <20E9D117530@sbii.sb2.pdx.edu>

From: RANDY@sbii.sb2.pdx.edu

Subject: Re: Power Line: EMF health risks

Not so fast, Mark...

The jury is still out on health effects of EMF. Consider the following:

1. Almost all the studies have looked at 60 Hz *magnetic* fields because they go through most things and are easy to measure. If you ask the power company to come measure your house, they will give you numbers in milligauss, not volts/meter! Very few studies have looked at electric fields per se, yet there is some data to indicate that the electric vector can be a problem.

2. The reason why there is no health risk claimed by various agencies, organizations, etc. is not because there are no studies showing a health effect, but rather because there are some studies showing an effect and others which show no effect. Of course each side finds valid criticisms of the other's studies, but that is the way science works. The big vested interests like EPRI, etc will to the end deny any effects, claims based on the studies which provide data to suit their agenda. This is not surprising, and is similar to the way tobacco companies claim that it has not been "proven" that cigarette smoking causes cancer.

3. We don't know exactly what to look for in an effect. A few years ago I was a co-adviser for a Ph.D. student in Biology who was also a project manager at the Bonneville Power Administration. He did his dissertation by organizing and managing a very large study on health effects of EMF. The first couple of parts to the study, which looked at sheep in a control pen and a similar group exposed to higher EMF found no effect on growth rates, reproductive performance, behavior, and some other stuff. Well case closed, right... no deleterious effects. Except then we decided to do a follow up study and found clear immunosuppressive effects in the experimental groups. Oops! Now the critics of course say yes, but the exposures were higher than humans normally endure, and then sheep are humans, etc, etc.

Have we proved an effect on humans? No. Would I live under a 140 kV neighborhood feeder line? No.

There are lots of risks, you have to decide which are important to avoid and which are in the "noise", so to speak.

=Randy=
WB6MAI
Assoc. Prof. Biology

From boatanchors@theporch.com Wed Jun 21 23:27:14 1995
Date: Wed, 21 Jun 1995 18:27:14 -0500
Message-Id: <2FE8A9E9@sharkgate.sandiegoca.attgis.com>
From: "Kenan, Larry" <llk@sandshark.sandiegoca.attgis.com>
Subject: Re: Power Line: EMF health risks

>3. We don't know exactly what to look for in an effect. A few years ago I
>was a co-adviser for a Ph.D. student in Biology who was also a project
>manager at the Bonneville Power Administration. He did his dissertation by
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>reproductive performance, behavior, and some other stuff. Well case closed,

>right... no deleterious effects. Except then we decided to do a follow up
>study and found clear immunosuppressive effects in the experimental groups.

>Oops! Now the critics of course say yes, but the exposures were higher than

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>

>Have we proved an effect on humans? No. Would I live under a 140 kV
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>

>There are lots of risks, you have to decide which are important to avoid
and

>which are in the "noise", so to speak.

>

>=Randy=
>WB6MAI
>Assoc. Prof. Biology

>

You probably have reservations about setting in front of a computer CRT display for a couple of thousand hours a year also?? Maybe we should all quit this and go raise sheep.

Larry Kenan

From boatanchors@theporch.com Wed Jun 21 18:18:03 1995
Date: Wed, 21 Jun 1995 13:18:03 -0500
Message-Id: <9506211815.AA00414@bock.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Q-Multipliers?

How do you regular ham operators feel about Q-Multipliers
in rcvrs, as opposed to other methods of passband tuning (PBT)
and xtal phasing filters?

My first ham rcvr was a Knight R100 (not A, but the better-looking original)
with a built-in Q-mult that could either peak the desired CW signal
or null out a heterodyne. It was a real lief- and ear-saver (life).

I haven't played with Drake's or other newer forms of PBT yet, but I do hear
the SWL folks talking about how great PBT is.

I've yet to find a crystal filter whose phasing control really does
anything useful, even given the complex instructions that I got with
the SX-42.

In short, in my limited experience Q-mults are great.

There were several outboard Q-mults made -- Heath's classic, and I have an old
CE job that's built really nice, but someone hacked the cables off it and I
never got around to hooking it up to the 129X.

So, as if this group needed more discussion topics, here's a few:

- * What rcvrs had built-in or optional Qx's?
- * What are some makes/models of add-ons?
- * How do you feel about Qxers as operating aids?
- * In designing a new BA, how about putting one in? Sould only cost one tube.

73, mike k w9nrd

From boatanchors@theporch.com Wed Jun 21 19:01:58 1995
Date: Wed, 21 Jun 1995 14:01:58 -0500
Message-Id: <20F91617C17@sbii.sb2.pdx.edu>
From: RANDY@sbii.sb2.pdx.edu
Subject: Re: Q-Multipliers?

>Date: Wed, 21 Jun 1995 13:18:03 -0500
>Reply-to: Michael.J.Knudsen@att.com

>From: Michael.J.Knudsen@att.com
>To: Multiple recipients of list <boatanchors@theporch.com>
>Subject: Q-Multipliers?
>
>How do you regular ham operators feel about Q-Multipliers
>in rcvrs, as opposed to other methods of passband tuning (PBT)
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>
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>
>...
>
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>* What are some makes/models of add-ons?
>* How do you feel about Qxers as operating aids?
>* In designing a new BA, how about putting one in? Should only cost one
>tube.
>
>73, mike k w9nrd
>
Well I suppose if I could perform some Frankenstein-like act and re-create a
new boatanchor from the parts of old ones it would have the Q-multiplier
from my Drake 2B, the xtal filter and phasing control from my Collins 51J4
and the I.F. shift from my Signal-One CX-7 (perhpas not quite a BA in the
eyes of some, but I consider it so). Never mind that all these radios have
different I.F.s, gain distribution, etc.

Get out the blow torch and lets give it a try...

=Randy=
WB6MAI

From boatanchors@theporch.com Wed Jun 21 20:37:25 1995
Date: Wed, 21 Jun 1995 15:37:25 -0500

Message-Id: <199506212035.PAA13479@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Q-Multipliers?

As Michael.J.Knudsen@att.com said

>
> How do you regular ham operators feel about Q-Multipliers
> in rcvrs, as opposed to other methods of passband tuning (PBT)
> and xtal phasing filters?
>
> I've yet to find a crystal filter whose phasing control really does
> anything useful, even given the complex instructions that I got with
> the SX-42.

Well, I have an RME-45 with a crystal filter and a Hammarlund HQ-150
with both a crystal filter and a built-in Q-multiplier. On both of
them, the crystal filter works just great. The IF adjustment is fussy
on these sets---needs to be centered on the crystal. Also, on the RME,
the loading coil adjustment was fussy as well.

>
> So, as if this group needed more discussion topics, here's a few:
> * What rcvrs had built-in or optional Qx's?

Well, the HQ-150 had both a crystal filter and a Q-multiplier

> * What are some makes/models of add-ons?
> * How do you feel about Qxers as operating aids?

Not terribly impressed. Yeah, the thing works, and sometimes will do
things that the crystal won't do as well. Still, if I need to cut
selectivity, my hand reaches for the crystal switch first.

> * In designing a new BA, how about putting one in? Sould only cost one tube.

>
I wouldn't stand on my head to put on in a new design in place of the
old Lamb crystal circuit. If I were looking for things to use an extra
tube for, I'd put in a calibrator first. The HQ-150 has one of those
as well, and it's worth its weight in gold. If I could find an old
Bliley 100 Kc/1 Mc. bimodal crystal, might put one in the RME set---I
have a tube socket that will swallow a diode-triode.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed Jun 21 23:33:40 1995
Date: Wed, 21 Jun 1995 18:33:40 -0500

Message-Id: <199506212331.AA01413@cruz.com>
From: Bill VanAlstyne <bill@cruz.com>
Subject: Re: Q-Multipliers?

At 03:37 PM 6/21/95 -0500, Henry van Cleef wrote:

>> * How do you feel about Qxers as operating aids?

>Not terribly impressed. Yeah, the thing works, and sometimes will do
>things that the crystal won't do as well. Still, if I need to cut
>selectivity, my hand reaches for the crystal switch first.

I probably wouldn't go out of my way to design in a Q-mult into a new receiver but I used to swear by the old Heathkit Q-mult. In fact, I have one sitting on the shelf here waiting to get hooked up to something. The cool thing about it was that it not only has a peak, but a tunable, variable-depth *null* as well. You could literally make a heterodyne on an AM signal go away with that -- great for SWBC work. And on CW, you can use the notch in combination with a xtal or audio filter to copy a very weak signal right underneath a real loudenboomer just a few hz away. Done it lotsa times, back in the '60s.

Bill, N6FN
bill@cruz.com

From boatanchors@theporch.com Wed Jun 21 20:31:06 1995
Date: Wed, 21 Jun 1995 15:31:06 -0500
Message-Id: <199506212029.AA00988@cruz.com>
From: Bill VanAlstyne <bill@cruz.com>
Subject: R-390A panel/knobs: aluminum?

In looking forward to the re-do of my R-390A front panel and knobs, I'm thinking about the possibility of black-anodizing them after stripping, if they are in fact aluminum. The panel appears to be, but the knobs seem heavy. Does anyone know if they are solid aluminum, or are they some kind of pot metal that wouldn't anodize?

And what does everyone think about this (if it's technically possible) anyway? With new white lacquer-stik lettering/trim on panel/knobs, I think it would look pretty sharp, if not original Navy-gray. Heresy, or aesthetic enhancement?

Bill N6FN
bill@cruz.com

From boatanchors@theporch.com Wed Jun 21 21:19:40 1995
Date: Wed, 21 Jun 1995 16:19:40 -0500
Message-Id: <9506212117.AA01851@bock.ih.att.com>
From: Michael.J.Knudsen@att.com
Subject: Re: R-390A panel/knobs: aluminum?

POT METAL knobs on an R390A? Someone should be court-martialed if they did that! Seriously I think pot metal disappeared after the late 1920s, except for toy soldiers and carnival prizes. I hope so!

I do hope we get some good suggestions for refinishing those black knobs. Many of mine have the paint worn off in parts from years of use. You can tell which rcvr features and functions were hardly ever used, bu the virgin knobs.

Sounds like your panel is non-Collins, and engraved rather than just silk-screened.

My first R390A is like that, and the panel is still very good. The latest one is Collins, and some silk-screened lettering has already worn off below the busiest knobs -- along with some of the gray paint even!

Maybe a professional could re-sil-screen the ltering after repainting the panel. Wasn't the original lettering and knob grooves white? --mike k

From boatanchors@theporch.com Wed Jun 21 22:33:06 1995
Date: Wed, 21 Jun 1995 17:33:06 -0500
Message-Id: <199506212231.RAA29928@uro.theporch.com>
From: Jack Taylor <n7oo@hereford.ampr.org>
Subject: Re: R-390A panel/knobs: aluminum?

At 04:18 PM 6/21/95 -0500, Michael.J.Knudsen@att.com wrote:

>Sounds like your panel is non-Collins, and engraved rather than just silk-screened.
>My first R390A is like that, and the panel is still very good.
>The latest one is Collins, and some silk-screened lettering has already
>worn off below the busiest knobs -- along with some of the gray paint even!
>
>Maybe a professional could re-sil-screen the ltering after repainting the panel.
>Wasn't the original lettering and knob grooves white? --mike k
>

Cough...well MY Collins R-390A has an engraved panel. Just checked a cast-off R-390 front panel laying out in the yard, and it too is engraved. I believe all the R-390s were made by Collins. NJ7P up the road from me has a Collins R-391 with auto-tune and it also has an engraved panel. I wonder which Collins contracts provided the silk screened panels?

73 de Jack

From boatanchors@theporch.com Wed Jun 21 23:08:59 1995
Date: Wed, 21 Jun 1995 18:08:59 -0500
Message-Id: <199506212300.JAA03090@metz.une.edu.au>
From: ddavidso@metz.une.edu.au (Dean Davidson)
Subject: Re: R-390A panel/knobs: aluminum?

>At 04:18 PM 6/21/95 -0500, Michael.J.Knudsen@att.com wrote:

>

>>Sounds like your panel is non-Collins, and engraved rather than just
>silk-screened.

>

>Cough...well MY Collins R-390A has an engraved panel. Just checked a
>cast-off R-390 front panel laying out in the yard, and it too is engraved.
>I believe all the R-390s were made by Collins. NJ7P up the road from me has
>a Collins R-391 with auto-tune and it also has an engraved panel. I wonder
>which Collins contracts provided the silk screened panels?

>

My 391 (real Collins) has silk screened letters

Dean

--

Dean Davidson ddavidso@metz.une.edu.au
Dept Psychology University of New England
ARMIDALE NSW AUSTRALIA 067 73 2585

From boatanchors@theporch.com Thu Jun 22 00:14:41 1995
Date: Wed, 21 Jun 1995 19:14:41 -0500
Message-Id: <"d0a(M)q000000000*"@MHS>
From: RICHARD_HUMPHREY@hp5200.desk.hp.com
Subject: Re: R-390A panel/knobs: aluminum?

Mike K writes:

>POT METAL knobs on an R390A? Someone should be court-martialed if they
>did that! Seriously I think pot metal disappeared after the late 1920s,
>except for toy soldiers and carnival prizes. I hope so!

Sorry, toy soldiers, carnival prizes and National HRO dial mechanisms.

I have a NIB HRO knob and gearbox set (PW?) picked up at a garage sale.
The gearbox is useless because the bearing hub that the knob spins on is
our old friend pot metal. It has expanded and cracked into dozens of
pieces, so the unit can't be used.

I was told by someone on this net that old pot-metal had a very high
lead content which causes it to self-destruct. The metal crystalizes
and fractures. Newer pot-metal lowered the lead content, and is more
durable.

I keep wondering if someday I'll spin the knob on my HRO-50, and it
will seize up and the hub will shatter, rendering the radio useless.

Apparantly I'm not the only one who has seen crumbling HRO hubs.
Someone here conjectured about the possibility of machining a new
bearing hub for these things. It should be simple, except that the
inside hole is tapered to control the shaft end-play. I'd give it to
a machinist to play with, except that I think it would crumble into
dust if anyone tried to take it apart.

Richard
N6NAE

From boatanchors@theporch.com Thu Jun 22 02:25:13 1995
Date: Wed, 21 Jun 1995 21:25:13 -0500
Message-Id: <Pine.SOL.3.91.950621211526.15080A-100000@earth>
From: Gary Pewitt <gpewitt@execpc.com>
Subject: Re: R-390A panel/knobs: aluminum?

Pot Metal is Zinc die casting. It was used extensively for inside door
handles in just about every car you could name right through the 80's.
Those are the ones that broke so easy. Window cranks too.

On Wed, 21 Jun 1995 RICHARD_HUMPHREY@HP5200.desk.hp.com wrote:

> Mike K writes:

>

> >POT METAL knobs on an R390A? Someone should be court-martialed if they

> >did that! Seriously I think pot metal disappeared after the late 1920s,
> >except for toy soldiers and carnival prizes. I hope so!
>
> Sorry, toy soldiers, carnival prizes and National HRO dial mechanisms.
>
> I have a NIB HRO knob and gearbox set (PW?) picked up at a garage sale.
> The gearbox is useless because the bearing hub that the knob spins on is
> our old friend pot metal. It has expanded and cracked into dozens of
> pieces, so the unit can't be used.
>
> I was told by someone on this net that old pot-metal had a very high
> lead content which causes it to self-destruct. The metal crystalizes
> and fractures. Newer pot-metal lowered the lead content, and is more
> durable.
>
> I keep wondering if someday I'll spin the knob on my HRO-50, and it
> will seize up and the hub will shatter, rendering the radio useless.
>
> Apparently I'm not the only one who has seen crumbling HRO hubs.
> Someone here conjectured about the possibility of machining a new
> bearing hub for these things. It should be simple, except that the
> inside hole is tapered to control the shaft end-play. I'd give it to
> a machinist to play with, except that I think it would crumble into
> dust if anyone tried to take it apart.
> Richard
> N6NAE
>

From boatanchors@theporch.com Wed Jun 21 14:04:54 1995
Date: Wed, 21 Jun 1995 09:04:54 -0500
Message-Id: <Pine.3.89.9506210859.A17710-01000000@indy2>
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: Random noise of the worst sort

Hi!

I "wrote" this while driving to work, and thought it might be semi-appropriate for the BA-list. Don't know what to call it, perhaps:

My Impression Of The Afterlife

Poor Dr. Heisenburg! He sits at the breakfast table trying to make up his mind: coffee or tea? Sugar, milk, both or none? Toast or a roll?
In the corner sleeps a yellow tomcat, wandered over from the

Schroedinger's down the hall. He keeps meaning to take it back, but the cat's usually not there when he isn't looking at it so he never remembers.

The Times or the News? He can't decide.

Suddenly, there's a pounding at the door, followed by an irritated voice. "If you don't keep the statistical uncertainty down, I'm going to call the Landlord! I can hardly hear myself think! Of all people, I had to get *you* for a neighbor."

"Sorry, Dr. Einstein. I just got up."

#

In an apartment on the next floor down, Frank Jones and George Grammer are busily revising the Ultimate Gainer receiver. The GASFET front end and ECL switched-capacitor IF filter are working but George is holding out for a variable LF reference oscillator to control the PLL LO, while Frank is tempted by software control.

"Look here, Frank," George maintains, "a receiver has GOT to have a tuning knob!"

Just down the hall, Ross Hull is breadboarding yet another solid-state kilowatt transmitter. The supply rail is 12 Volts--Ross isn't taking any chances.

Unfortunately, his place is right below Nikola Tesla's and the EMP from Nik's experiments ruins the transistors. They've worked out "quiet hours" but Ross has already made plans to move. There's a space over by the DeForest's and he figures sitting through Lee's interminable stories is easier than rebuilding his gear every other day. Besides, Horace Martin lives on the other side; everyone's been talking about the full-auto Vibroplex and it would be fun to try one out. He can still drop by Tesla's for billiards and long discussions of remote-control systems, after all; it's not that far a walk.

#

...It's just another day in Scientific Valhalla!

-30-

Whaddaya think?

73,

--Bobbi

From boatanchors@theporch.com Wed Jun 21 16:06:11 1995

Date: Wed, 21 Jun 1995 11:06:11 -0500

Message-Id: <2FE86CE2@smtpgate.rfc.comm.harris.com>

From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>

Subject: RE: Random noise of the worst sort

Hi!

I "wrote" this while driving to work
...It's just another day in Scientific Valhalla!

clip, clip

-30-

Whaddaya think?

73,

--Bobbi

+++++

I loved it, will make my afternoon go better.
I'm concerned about your driving habits, tho...
Although, that can't be any worse than drivers
with Cell phones permanently attached to their
ears while viloating record breaking amounts
of traffic rules per linear driving mile.....
I wonder how many of us caught the Ross Hull
thread. May he and his TV power supply RIP.
Regards,
Ed@Rochester

From boatanchors@theporch.com Wed Jun 21 14:30:13 1995
Date: Wed, 21 Jun 1995 09:30:13 -0500
Message-Id: <m0s0Ql0-0000FgC@dptspd.sat.datapoint.com>
From: jdb@datapoint.com (Jeff Browning)
Subject: subscribe

subscribe

From boatanchors@theporch.com Wed Jun 21 15:38:46 1995
Date: Wed, 21 Jun 1995 10:38:46 -0500
Message-Id: <2FE83A4A@sharkgate.sandiegoca.attgis.com>
From: "Kenan, Larry" <llk@sandshark.sandiegoca.attgis.com>
Subject: RE: SX-28

>From: Tony Stalls (K4KY0)

>Except for the missing knob, it appears complete with everything else.
>The front panel needs a good cleaning but it does not appear to have any
>scratches. The "cracked" panel finish (I can't imagine how they did
>THAT!) either has a gold color in the cracks, or it's rust. The red
>"Super Skyrider" lettering is still in good shape.
>

It's rust.

Since all of the lettering on this version of the of the SX-28 front panel is depressed, it can be resprayed and the lettering filled in with new paint quite easily. Much better than the later silk screened panels.

Larry Kenan - K06SM

From boatanchors@theporch.com Wed Jun 21 18:55:39 1995
Date: Wed, 21 Jun 1995 13:55:39 -0500
Message-Id: <199506211853.NAA03320@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: SX-28

As Tony Stalls said

>
> Except for the missing knob, it appears complete with everything else.
> The front panel needs a good cleaning but it does not appear to have any
> scratches. The "cracked" panel finish (I can't imagind how they did
> THAT!) either has a gold color in the cracks, or it's rust. The red
> "Super Skyrider" lettering is still in good shape.
>
> The cabinet may clean up just fine, but it does have some scratches and
> places where it's been scooted across a rough surface. Naturally the
> scratches have rusted. The rubber feet have detriorated some, but not as
> bad as you might imagine. It appears otherwise undamaged.
>

If the panel was made the same way as the S-36A panel, it is a piece of copper-plated rolled steel with the "alligator" surface rolled into the steel. General Radio used the same material for many of their instrument panels. On the S-36A, all the panel markings are engraved into the surface, so stripping and repainting the panel (flat black) would be no problem. I use water-cleanup artist's acrylic paints to fill engraved markings like these. When I got the S-36A I thought the panel and case (black crackle) were candidates for repaint. I took the panel off and removed everything from it, then washed it down with soap, water, and straight ammonia (several washings). While the paint is a bit thin, and has the copper showing through on the left of the main tuning dial if you look closely, it's not so bad that repainting

is needed. The crackle cleaned up very well with some attention with a scrub brush and ammonia/soap solutions repeated a few times. Got all the grey dust out of the crackle, although there are chunks of paint missing on one side and a few minor nicks elsewhere.

The ball-handle toggle switches looked terrible, and I thought I'd have to replace them. But an hour or so with a rag and Brasso made them shine better than new. That S-36A was incredibly filthy---oil and sawdust all over the inside, and I really thought I would have some major work to clean it up. But a few hours with various soaps and solvents, plus taking off the RF deck and washing it down in the kitchen sink a few times, really made the thing look (and work) like new.

Now the S-36A is complaining it's lonely and wants an SX-28 or 28A alongside it as a companion. Wouldn't mind finding a "project 28" similar to the 36A.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed Jun 21 15:53:04 1995
Date: Wed, 21 Jun 1995 10:53:04 -0500
Message-Id: <9506210850.ZM14242@mechcad3.engr.sgi.com>
From: "Mark Glusker" <glusk@mechcad3.engr.sgi.com>
Subject: SX-28 parts needed

I would like to find the following SX-28 parts:

- removable metal plate over the tuning capacitors
- main dial clamp
- S-meter face (the plastic bit with the lettering on it)
- PM-23 speaker

Any leads would be greatly appreciated! I can offer cash, or trade for junk^H^H^H^Htreasures from my parts bins.

Mark Glusker, glusk@engr.sgi.com

From boatanchors@theporch.com Wed Jun 21 20:41:04 1995
Date: Wed, 21 Jun 1995 15:41:04 -0500
Message-Id: <9506211338.ZM22907@autopsy.corp.sgi.com>
From: "Greg Anders" <anders@autopsy.corp.sgi.com>
Subject: T4XC with Linear

I decided to make my Ameritron AL 80 linear accessible to all three rigs in my shack. In doing so, I opened my trusty Drake T4XC manual to learn how one connects the transmitter to a garden variety linear. Surprise, no drawing, no connection diagram... In fact I can't see any reference to the T4XC even having a relay that can be used to key the linear.

Bottom line is, I need some advice. Has anyone out there had experience using a linear with the T4x series transmitter? Where in the hecht is the transmit relay contact for the linear??? Any insight would be very appreciated...

Thanks,

From boatanchors@theporch.com Wed Jun 21 22:18:03 1995
Date: Wed, 21 Jun 1995 17:18:03 -0500
Message-Id: <Pine.3.89.9506211536.A25394-01000000@netcom11>
From: "Hal R. Waite" <halwaite@netcom.com>
Subject: Re: T4XC with Linear

> Bottom line is, I need some advice. Has anyone out there had
> experience
> using a linear with the T4x series transmitter? Where in the hecht is the
> transmit relay contact for the linear??? Any insight would be very
> appreciated...

>
>

My transmit contacts on the back of the MS-4 Speaker/ Power Supply. It's an oddball one that I connect to with bare pins. This is the matching unit for the T4X_/R4_ combination.

Hal K4GFI/7 Las Vegas halwaite@netcom.com

From boatanchors@theporch.com Thu Jun 22 01:45:44 1995
Date: Wed, 21 Jun 1995 20:45:44 -0500
Message-Id: <199506220143.SAA04936@gn2.getnet.com>
From: dnorris@gn2.getnet.com (Dean Norris)
Subject: Re: Tower Grounding

> The average lightning stroke has a peak current on the order of
> 40,000 amps. A direct hit on a tower that is only grounded through
> the concrete base results all of the current flowing through the
> base. Concrete, even after it has cured, contains some water. The
> lightning strike passing through the concrete can cause this water
> to turn to steam. As the water expands it can cause cracks in the
> concrete. Worst case the concrete will "explode" much like a tree
> will during a direct hit. However, even if the concrete doesn't
> explode, the damage done by the lightning strike could significantly
> weaken the base and in turn its ability to support the tower.
>

I isn't necessarily water that expands. If you ground through metal
conductors in the concrete, they carry the 40K amps of current. Conductors
have R and I^2R = lotsa heat. The metal melts. This, my friends, is a
fuse. When something converts from a solid to a vapor I seem to recall that
it takes up a whole lot more space than it did as the solid. Cummon
chemists, wat is the ratio?? Anyway, this rapid and massive expansion
(metal vapor) has to displace something and boo- by golly -m u have a chunk
of concrete all over the neighborhood. the antenna mounted above the tower
goes somewhere too.

Visualize, if u will, the dramatic effect. Kinda puts shivers of excitement
down ur back, don't it.

BTW Nostalgia fanz... the quaint odor od skin burning after contact with the
4:1 baluns that fed ur Folded Dipole. Geeee Mom, that white mark on my skin
is my skin. Hurt like a sonnagun.

cdn

* Dean Norris, K7NO CADXA PacketCluster *
* Chandler, AZ 85224 K7NO on 145.09 *
* Hey.. Am I just roadkill on the information superhighway? *

From boatanchors@theporch.com Thu Jun 22 02:30:55 1995
Date: Wed, 21 Jun 1995 21:30:55 -0500
Message-Id: <Pine.SUN.3.91.950621162120.14523D-1000000@kahuna>
From: Jeffrey Herman <jeffrey@math.hawaii.edu>
Subject: TTY Tape Punch

I saved a Teletype ``High Speed Tape Punch'' from dying an undignifying death in the dumpster, along with a manual for installing the ``143044 and 143062 Modification Kits''. Apparently these mods allow speeds of 633.33 wpm and 1100 wpm, respectively. Nice diagrams and pullouts.

I'll give this to anyone who needs such a unit - it's too lovely to throw out. Maybe the recipient has some HF xtals in exchange.

Plus shipping, of course!

Jeff NH6IL (who dumpster-dives daily for exercise and profit...)

From boatanchors@theporch.com Wed Jun 21 20:55:08 1995
Date: Wed, 21 Jun 1995 15:55:08 -0500
Message-Id: <Chameleon.4.01.2.950621155051.jproc@>
From: jproc@worldlinx.com
Subject: Tube Recognition

Dear BA's,

In my junk box, I had a VT25 (type 10) power triode that had a defective filament. To me the markings were interesting. It was made for the British Air Ministry in 1960 by Raytheon and it even came with a unusual 4 pin socket. Didn't know what to do with it, so I mounted it on a wooden base. Brought it into work and then wanted to see if anyone could identify the object. As no surprise to me, 7 out of 8 people were puzzled but a few thought it might be an old burnt out lamp. One person actually identified it as a vacuum tube.

The VT25 looks very out of place in my office since my company deals with internetworking systems, however, I threatened to introduce vacuum tube technology in case the leading edge stuff can't get the job done. Got:-)

Regards,

Jerry Proc, VE3FAB

Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

From boatanchors@theporch.com Wed Jun 21 15:41:55 1995
Date: Wed, 21 Jun 1995 10:41:55 -0500
Message-Id: <n1408402031.30161@cpqm.saic.com>
From: "Bob Scott" <Bob_Scott@cpqm.saic.com>
Subject: Tuner in Electric Radio

In the June issue if ER, page 36 there is a picture of a tuner. I have two questions.

1. Why is this thing not shielded?
2. What us the thing that looks like a tube sitting on a tunong shaft?

73, Bob AC4QO Bob_Scott@cpqm.saic.com

From boatanchors@theporch.com Wed Jun 21 16:14:40 1995
Date: Wed, 21 Jun 1995 11:14:40 -0500
Message-Id: <Chameleon.4.00.4.950621111141.grant@nq5t.gtetel.com>
From: Grant Youngman <gyoungma@gtetel.com>
Subject: RE: Tuner in Electric Radio

>In the June issue if ER, page 36 there is a picture of a tuner. I have two
>questions.

I don't have the book in front of me, and only vaguely recall the photo, but
>

>1. Why is this thing not shielded?

>

Shielding is a relatively late "innovation". It doesn't effect performance at all. As far as the "tuning" functions are concerned, that is. Harmonic radiation, etc. could be an issue, though. Its quite NICE to see all those wonderful parts out in the open, isn't it? (Darn those TV sets and other consumer electronics!!)

>2. What us the thing that looks like a tube sitting on a tunong shaft?

Like I said, I don't have the picture here, but you've described what sounds like a vacuum variable capacitor.

>

> 73, Bob AC4QO Bob_Scott@cpqm.saic.com

>

Grant/NQ5T

From boatanchors@theporch.com Wed Jun 21 19:58:50 1995
Date: Wed, 21 Jun 1995 14:58:50 -0500
Message-Id: <Pine.SUN.3.91.950621094906.13523E-1000000@kahuna>
From: Jeffrey Herman <jeffrey@math.hawaii.edu>
Subject: Wanted: 20M xtals

Gang,

I'm going to build a 2-tube 20M xmtr and am looking for some 'spare' 20M xtals that you might have gathering cobwebs. Anywhere in the lower portion of the General CW subband would be FB.

I started my homebrew career on the 'top band' and have progressed through 80, 40, and 30 with successful results. This will be my first homebuilt 20 rig - 20 is like VHF to me!

Once I have success with a xtal rig I move on to a VFO'd xmtr (on that same band), then move to a higher band.

73 from Hawaii,
jeff NH6IL (ex WA6QIJ)

From boatanchors@theporch.com Wed Jun 21 17:05:18 1995
Date: Wed, 21 Jun 1995 12:05:18 -0500
Message-Id: <Pine.3.89.9506210905.A8962-01000000@netcom8>

From: "Hal R. Waite" <halwaite@netcom.com>
Subject: Washing and Waxing Old Boatanchors

Waxing the finish of a gloss-coated BA such as the NC-183D gives the desired effect; however, the use of wax on a textured finish such as that on the SX-28 and the 75A4 yields poor results and noticeable residue.

Use Armorall Protectant on these finishes after a thorough cleaning (such as Windex, etc.) for an amazing freshening of the original gloss. Also clean knob flutes and treat with Armorall. It is just like detailing a car; don't neglect the front panel.

My 1941 SX-28 looks absolutely new after this treatment.

Hal K4GFI/7 Las Vegas halwaite@netcom.com

From boatanchors@theporch.com Thu Jun 22 00:18:53 1995
Date: Wed, 21 Jun 1995 19:18:53 -0500
Message-Id: <Pine.SUN.3.91.950621201327.4530A-100000@parsifal.nando.net>
From: johnmb <johnmb@nando.net>
Subject: Re: Washing and Waxing Old Boatanchors

Another treatment for irregular surfaces like the SX28, is Scotts Liquid Gold. Really lasts, and looks good. I used a LOT of white hand cleaner to get the Marlboro out of the 28 I have, prior to applying the SLG.

/john

Windows 95! The latest from those
who brought you TERMINAL!

From boatanchors@theporch.com Wed Jun 21 13:56:06 1995
Date: Wed, 21 Jun 1995 08:56:06 -0500
Message-Id: <Pine.ULT.3.91.950621092248.21895A-100000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: Waxing Boatanchors (Silicone Oils and Waxes)

Just a quick note on the topic of waxing painted equipment...

If you EVER anticipate repainting the equipment, DO NOT USE SILICONE WAXES.

Check the label carefully, because many automotive waxes contain silicones (Turtle Wax, et. al.). Silicone waxes are almost impossible to remove completely, and the slightest amount remaining on the surface will prevent future paint from adhering correctly. I think automobile painters call the problem "fish eyes". Auto body shops dread getting in a car that was recently waxed.

I have found that Freon TF solvent does the best job of dissolving silicone waxes but this is almost impossible to obtain any more [and if you do find it, the price is generally 1000X what it was a few years ago!]. Methylene chloride is probably the best material left to use that is still available. See my earlier post for safety warnings on methylene chloride. Silicone waxes and oils may be removed by treatment with potassium hydroxide solution. This is extremely caustic and it will attack aluminum finishes.

Silicone oils are found in many other household products too like furniture polish and some bathroom cleaners (particularly those for fiberglass tubs and shower stalls). Armor-All protectant also contains silicone oils.

73, Barry WA4VZQ ornitz@emn.com